

REMARKS

By the foregoing Preliminary Amendment, Claim 1 has been amended. Favorable reconsideration of the application is respectfully requested.

In the Decision on Request for Rehearing of March 29, 2004, the Board of Appeal indicated at page 5 of the decision that "Baker fairly suggests that each of the image processing systems 80, each having an output to a display through a RAMDAC 78, could correspond to an individual user," in support of the Examiner's position that "each one of the displays in Figure 8 of Baker et al is being controlled by a respective user for providing the desired images." At page 7 of the decision, the Board made the finding that the multiple processing subsystems 80 in Fig. 8 correspond to a "plurality of personal control units."

It is respectfully submitted that the personal control units of the invention provide a plurality of interactive user interfaces with the local area network, in contrast to the multiple RAMDAC's or multiple image processing subsystems of Baker et al. Claim 1 has been amended to recite, "a plurality of interactive personal control units corresponding to said plurality of passengers, said plurality of interactive personal control units being connected to said in flight entertainment local area network and interfacing between said plurality of passengers and said video camera control module, each of said plurality of interactive personal control units corresponding to respective ones of said plurality of video display modules and connected to said video camera control module for operating the video camera control module to permit each of said plurality of passengers

to independently select a desired field of view for each of said video display modules for said corresponding plurality of passengers." As is disclosed in the specification of the present application at page 5, line 30, to page 6, line 15, "Each passenger seat video and audio display unit preferably includes a video monitor 16 and a personal control unit (PCU) 18 for operating the interactive camera system video /audio dedicated video on display system. The interactive landscape camera system enables each passenger with in-seat audio/video on demand capability to electronically pan, tilt, and zoom the field of view of the landscape camera system camera independently of all other passengers. The field of view domain is generally from horizon to horizon left and right, as well as forward and aft. Some passenger areas, such as Coach Class for example, may only be provided with dedicated fields of view on dedicated channels. Typically Coach Class seating is provided with only two dedicated landscape camera system fields of view, namely the forward and down views, with an optional zoom. The downward field of view will typically have a zoom capability under either manual control from the cabin crew or from ARINC 628 RS 485 communication from the in flight entertainment system or directly from an ARINC 429 bus. First Class and Business Class additionally can include an interactive camera system that provides a high resolution, real time, full motion television system that provides interactive operation of the camera from a remote location."


It is respectfully submitted that none of the references teach, disclose or suggest a plurality of interactive personal control units for a plurality of passengers, with the plurality of interactive personal control units being connected to the in flight

entertainment local area network and interfacing between the plurality of passengers and the video camera control module, each of the plurality of interactive personal control units corresponding to respective ones of the plurality of video display modules and connected to the video camera control module for operating the video camera control module to permit each of the plurality of passengers to independently select a desired field of view for each of the video display modules for the corresponding plurality of passengers. It is respectfully submitted that none of the references cited teach, disclose or suggest such a plurality of interactive user interface units allowing multiple passengers to exercise personal and independent control for obtaining a desired field of view from a video camera control module for each of the video display modules of the passengers.

In light of the foregoing amendment, favorable reconsideration of the application
is respectfully requested.

Respectfully submitted,

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